### WHEAT PRICES RISE, DEMAND MORE ACTIVE

SECURITIES ADVANCE ALL ALONG THE LINE ALIENS SENT TO VARIOUS POINTS

Grop Damages Refuted and Large Export Trade Uncoveren.

CORN EXCITED AND HIGHER

Cotton Market Dull and in Rut. Crop Outlook Continues Excellent.

NEW YORK, July 19 .- Apart from the doubt prevailing concerning the Northwestern situation, the speculative wheat market seems to have settled down fairly close to a normal basis. In other words, the confusion and unsettlement generally attending the transition from the old to the new winter wheat season have seemingly engininated, and affairs have reached debatable ground. For the time being, at least, markets appear to be no longer dominated by bearish sentiment, as almost invariably the case at, or just before, the new crop year. This singgests that numerous dealers have arrived at the conclusion that the depressing effect of the new crop has been discounted.

What Made the Bulls Nervous. Northwestern situation, the speculative What Made the Bulls Nervous.

What Made the Bulls Nervous.

There was a strong rising trend on Monday, but afterwards most of the advance was lost. The buoyancy at the outset was largely attributed to unfavorable crop advices from the Northwest, but partly to encouraging cables. It was easy to perceive that European markets were mainly influenced by the light world's shyments and the resultant big decrease in the quantity on passage. The upturn was particularly striking in Minneapolis, where September contracts advanced in a somewhat sensational manner. It was also plainly evident that sellers for the decline had become exceedingly nervous, owing to the alleged appreciable damage to the crop by the protracted dry, hot wenther, the predicted drop in temperature failing to materialize. The feverish and spasmodic action of the market was chargeable to the fact that traders were perplexed and nervous on account of the numerous conflicting reports respecting the outlook in spring wheat territory.

ing the outlook in spring wheat territory.

There was a wide difference of opinion among the conservative element as to the extent of the havoc wrought. For example, advices from credible sources in practically the same sections except of the injury done by the drought and dicat. Some experts expressed the opinion that the production had been reduced fully 5,000,000 bushels, while other equally competent judges asserted that damage reports were highly exaggerated, and that the loss would be less than 2,000,000 bushels. Naturally there are conservative traders who he less than 2,000,000 business. Natura-ly there are conservative traders who contend that it is too early to form any positive opinion. Presumably the advent of cooler weather and copious rains might prove exceedingly bene-ficial. What the Final Figures Will Show.

What the Final Figures Will Show.

Aside from all this, traders are steadily awakening to the fact that early estimates as to the dimensions of the crop were greatly exaggerated, and that, after all, the production would be only slightly larger than last year, which would leave much less for export, as now we have almost no old reserves, while they were fairly heavy a year ago. The recession immediately following the buoyancy on Monday was ascribed mainly to speculative influences; that is, profit-taking by holders for the rise prompted chiefly by cooler weather and showers in the Northwest. Furthermore, the weather

crs for the rise prompted chiefly by cooler weather and showers in the Northwest. Furthermore, the weather in winter wheat territory was almost perfect, and therefore there was further enlargement in farmers' deliveries at country stations, although the volume was not so large as expected, as many farmers were dissatisfied with current bids.

Late in the week prices showed wide fluctuations. Traders had been rendered nervous by the many conflicting reports received from the Northwest. Temporarily, the market was depressed slightly by the advent of cooler weather and rains in spring wheat territory, but advices from some sections suggested that the change came too late to be especially beneficial. Reports from other places asserted that the rainfall was entirely inadequate. Afterwards firmness was created by the encouraging tenor of cable advices, which resulted in brisk buying by exporters, who took all the old winter available on spot, believed the control of the cooler weether and the change came too late to be especially beneficial. Reports from other places asserted that the rainfall was entirely inadequate. Afterwards firmness was created by the encouraging tenor of cable advices, which resulted in brisk buying by exporters, who took all the old winter available on spot, believed the control of the c

to arrive.

The late buoyancy was partly in sympathy with higher advices from the West, and especially from Minneapolis, where July contracts jumped up in a sensational fashion, gaining 8 cents a bushel in a few hours. This led to the impression that reliers for led to the impression that sellers for the decline were badly scared. The Bise in the Corn Market.

Financial.

Life Insurance Co. of Virginia on desirably located business or residence property. For terms and conditions call on or address

MR. J. T. LAWRENCE, HOME OFFICE, EICHMOND, VA.

We Shall Be Pleased to Have You Call on Us. SALINGS BANK OF RIGHMAND

1117 East Main Street.

### THE STOCK MARKET OF THE WEEK

(From the New York Evening Post of Saturday,)

(From the New York Evening Post of Saturday.)

STOCK EXCHANGE THANSACTIONS.

This Last Last Two years Three week week year. ago, years ago, to see the seed of the

THE STOCK MARKET OF THE WEEK.

Railway and Miscellaneous Shares.

The following table shows the week's highest, lowest and closing prices, individual sales and net changes of all securities sold on the New York Stock Exchange this week. High and low prices are also given for the full year 1607 and 1608;

nchs	nge th	is wee	k. 111	gh and low prices are all	o give	n for	the ful	1 year 190
	107.	10 1775	1908.		Wee	k end	ling Jul	y 18th, Ne
Ugh.	Low.	High.	Low.		Sales.	High	Low.	Close, ch
674	Tion.	1176	5	Allis-Chalmer Co	710	1114	1034	10%- %
23	100	35%	14	Allis-Chalmer Co., pr	1.200	3414	3394	3414+ 1/
1480	4184	703	4514	Amalgamated Copper	\$2,000	703h	GS3 <sub>A</sub>	7016-1-2
712	B. T. E.	516	4	American Can	100	454	434	174-
014	24	7.93	44	Americar Can, pr	1,100	5916	69	5914+ 1
514	2114	3534	2514	Amer. Car and Foundry	13,300	381/2	361/9	38/4+ 1%
48,995	78	102%	8414	Amer. Car and Foun., pr	900	1015	101	10156+ 5
61/2	21	3434	2434	American Cotton Oll	1,100	34%	33	3314
		88		Amer. Cotton Oil, pr American Locomotive	100	58	4986	6194 + 239
544	321/4	52%	31%		23,100	5114	1018	105 + 27
154	83	105	8514	Amer. Locomotive, pr	400	105	10194	1(1) + 200
5	6814	841/2	551/2	American Smelting	80,300	10434	16216	104%
796	8134	10434	8734	Amer. Smelting, pr	1.400	13174	127	131 - 38
71/2	92%	1321	2534	American Sugar	6,900	12316	123	1261/ 28
1000	106	12614	105	American Sugar, pr	200	9714	91	2014 - 516
S14	60	971/2	721/2	American Tobacco, pr	40 600	86	9274	D1 1 33
14	6674	603	66	Atchison	500	0234	92	9234 + 94
I A	100	333	5014	Atchison, pr	700	9214	2114	0215+ 16
9.4	400	0417	7615	Baltimore and Ohlo		9116	90	0136+ 136
047	1008	201	12	Bethlehem Steel	4.100	2014	1754	20 + 28
72	02	481	35	Bethlehem Steel, pr	2,800	4814	4114	4714 + 114
354	26%	54	3714	Brooklyn Rapid Transit.	16.015	5034	48%	50% + 11
61.514	2314	468	2515	Chesapeake and Ohio	5.800	42%	4104	4284-136
12	9316	140%	10315		93,100	140%	13714	1401/4 + 3%
774	14	3134	15%	Colorado Fuel and Iron.		3151	28	3134 + 41/
514	31	50	35	Col. Fuel and Iron, pr	100	60	F/O	50
114	17	33	21	Colorado and Southern	3,000	315%	3015	3014 1%
114	41	6034	50%		1,400	G018	59%	60164 36
914	2914	511-	5934	Col. and South., 1st pr Col. and South., 2d pr	600	E034	5014	4976- 1/4
31/4	74	13514	96	Consolidated Gas	22,600	13814	127	138 +1114
	25	3734	2714	Distilling Securities	1.000	3458	23%	33 14 - 14
134	121/4	23%	12	Erie		20%	191/2	20%+ 114
18	28	44	24%	Erle, 1st pr	1,500	38	38	37 + 11/4
Land In	20	301/2	16	Eric. 2d pr	800	271/4	1	2716+ 314
21	1071/2	1345a	11334	Great Northern, pr	23,000	13334	131%	133%+ 15%
118	8612	113	8714	Louisville and Nashville		10934	108	109/6+ 1/4
14	4418	6414	2816		24,200	55	4936	5414+ 41/4
	89	10774	0014	New York Central		10635	10434	10694 134
7.A	-0	4314	2916	N. Y. Ont. and Western	6,100	4016	3914	3916+ 16 7112+ 1%
4	56	72%	68	Norfolk and Western Norfolk and Western pr	3,600	827	701/2	50
0.00	10014	9014	70	Northern Pacific	100	1404	10774	140%+ 25%
2	10316	141%	11674	Pennsylvania Railroad.		12484	12104	12416+ 236
11	1556	31	1714	Pressed Steel Car	2 200	3074	2915	12444+ 274 30%+ 1%
4 4	64	20	60	Pressed Steel Car, pfd	300	20	89	20 1 3
12	7016	11214		Reading2		11654	*11454	*11614 + 134
	73	8714	78	Reading, 1st pr	200	8214	S216	8914 1
14	12	2014	135%	Republic Iron and Steel	3,500	1944	1854	10%+1
6	5014		63	Republic I. and S., pr		7114	69	7116+ 214
14	1114	1914	1016	Rock Island		1614	1656	1614+ 14
116	2616	40%	203	Rock Island, pr	29.300	30%	27	2944 - 54
34	26	5934	36	Sloss-Sheff. Steel and 1.	6.700	5984	56	59 + 314
The Park	80	98	571/2	Sloss-Sheff. S. and I., pr.	100	97	07	97
V.	6314	91	631.	Southern Pacific		9114	8714	911/4+ 4%
14	100	1251/6	10636	Southern Pacific, pr	3,400	120	11776	11914+ 114
	10	1914	916	Southern Railroad		1776	1714	174 4 6
14	2014	45	2514	Southern Railroad, pr	900	4614	4414	4614 + 184

9415	2915	48	2315	Southern Railroad, pr.	200	4615	
6315	17	4215	2314	Tennessee Copper	800	2615	
183	100	1623,	11045	Union Pacific	420,500	1623,	
96	75	873,	7914	Union Pacific	1,000	83	
8515	1315	23	1715	United States Rubber.	8,400	28	
1093,	6114	3394	76	U. S. Rubber.	28	27	
1093,	6114	3394	76	U. S. Rubber.	28	27	
1094,	2115	445,	2514	United States Steel	200,100	445,	
1074,	7914	1087,	8734	United States Steel	200,100	445,	
1074,	7914	1087,	8734	United States Steel	200,100	445,	
1074,	7914	1087,	8734	United States Steel	200,100	445,	
1075,	1255	57	Va.-Car. Chemical	1,700	2515,		
103	75	10215	57	Va.-Car. Chemical	1,700	109,	
104	1315	8	1414	674	Wabash	100,	100,
105	1438	239	134	Wabash	100,	100,	
107	1438	1448	23	134	Wabash	100,	100,
107	1438	1448	1448	Wabash	100,	100,	
107	1438	1448	1448	1448	1448	1448	1448

			Dellaras and Missellarasas Bonds	3392/179		
larl	Low	*1.00	Railway and Miscellaneous Bonds.	High.	Low.	Close, ch.
igh.		\$1.00	American Cotton OII 11/e	921/2	DOW.	001/1- 3/
77	86	11	American Cotton Oil 41/48	7584	2.77	25.2
534	6016	169	American Tobacco fours		9216 7154 76	$   \begin{array}{r}     9244 + 34 \\     7634 + 274 \\     76 + 294   \end{array} $
	963	1	American Tobacco fours, reg	75	10514	10071 1 111
5 7%		269	American Tobacco sixes	1(0)3		106% + 1%
11/2	78	- 5	Ann Arbor fours	79	79	79 — 11/4 9854 + 1/4
114	96 %	213	Atch., T. and S. Fe gen, fours	93		0077
100	80	35	Atlantic Coast Line fours	82	9114 811/2	98%+ 1% 92%+ 1 82 + 1%
3	74	21.	Atlantic Coast Line, L. and N fours	92		82 ± 10
010	90	11	Baltimore and Ohio prior lien 34s	9994	201	00
214	9616	140	B. and O. P., L. E. and W. Va. fours	92	914	
94	87	20	B. and C., P., L. E. and W. va. tours	8914	89	91%+ 11/4 89 + 1/4
	8344	1	B. and O., Southwestern dlv. 31/28		10796	89 + 36 10758+ 36
748	9714	1	Central of Georgia Railway con. fives Central of Ga. Railway first inc	1079		101784 75
3	62	- 5	Central of Ga. Rallway hrst inc	73 4734	73 4714	73 + 2 474+ 14
934	44	1	Central of Ga. Railway second stpd	11316	112	11075
414	10714	12	Chesapeake and Ohio con. fives Chesapeake and Ohio gen. 44s	1001	10134	1131/4+ 11/4
21.5	96	49	Chesapeako and Onio gen. 478	102% 96	96	102 96 - 234
9	9114		C. and O., R. and A. first con. fours		20	041/
8	92		C., C., C. and St. L. gen. fours	341/4	1414 0318	9414- 34
31/8	90	1	C., C., C. and St. L., St. L. div. fours Colorado Fuel and Iron gen. fives	0318	85	93%+ 15 85 + 2% 66%+ 1%
5	7936	1	Colorado Fuel and Iron gen. nves	85		80 + 21/4
51/4	3894	69	Colorado Industrial fives	65%	65	16/4+ 14
3	5514	1	Colorado Midland fours	62	62	62 - 1
076	82	20	Colorado and Southern fours	9016	9038	9012+ 14 80 + 34 7516+ 214
21/4	73	149	Colorado and Southern 428	8014	791/6	80 + 3
51/2	62	7	Con. Tobacco fours	7636	72 %	7576-1- 254
236	44	20	Erie convt. fours, series A	5636	651/2	56 - 34 514 - 78
6	40	35	Erie convt. fours, series B	51 %	51	511/8- 7/8
0	80	11	Eric prior line fours	8114	81	81
43%	8	2	Green Bay and W. deb. B	1314	1314	1314+ 194
7	1126	2	Louisville and Nashville gen. sixes	1161/4	11656	11614
0	9a	25	Louisville and Nashville uni. fours	9734	971/4	9714- 14
•	7916		L. and N., Southern Railway joint fours	80		80 + 14
436	88	3	Louis, an dNash, coll. trust fours	9435	941/2	9414+ 10
014	11014	1	L. and N., N., Fl. and Sh. first filves L. and N., At., K. and C. fours	11054	11014	11014- 314
914	86	54	L. and N., At., A. and C. lours	8812	8734	8814+ 76 10214+ 14
21/4 61/4	100		Louis, and Nash., A. and C. first sixes	10214	1021/8	102 /6-1-
0 1/2	68	162	Missouri Pacific fours	7178	71 96%	7176+ 56
7	921/2	16	New York, Ont. and Western fours	97		97 + 38
	78	66	Norfolk and Western cvt. fours N. and W., Poc., C. and C. fours	8474	8378	84%+1
654 554	1024	6 2	N. and W., Poc., C. and C. lours	84	84	84 + 16
378	1001		Pennsylvania Railroad 448	10414	104	10414- 18
634	9114	253	Penn. R. R. fours, 1948 repts	102 %	10298	10234 - 14
394	88	106 495	Pennsylvania Railroad convt. 34s. 1912.	96%	955%	96% + 1
			Pennsylvania Railroad cot. 31/4s, 1915	93%	9274	93%+ 34
9	93	356	Reading gen. fours	9814	97%	98
0	9214	2	Republic from and Steel lives	92	9136	95 + 14 92
314	8716	159	Southern Pacific rfg, fours	86%		
3	8334	12	Southern Facine cot. tr. lours		98	8614+ 34 9874
	8212	16	Southern Rallway con. fives			
75%	8246	1	Tennessee Coal and Iron gen. fives	971/2	9714	9716
24. 574	99	101	Union Pacific first fours	10134	1011/6	101/4+ 5 95%+ 5 92%+ 15 99%+ 21
0 18	96	941	Union Pacific rfg, fours	2674	95	0077
4 18	83	1,244	Union Pacine conv. Tours	92 %	91%	92%-
273	8514	1,004	United States Steel fives	991/2	9814	99%+ 24
3.4	SFA.		United States Steel s. f. fives, reg	9914	9814	3314+ 1
- 18	'60	16	Virginia Iron, Coal and Coke fives	921/2	911/4	0477
774	377/8	400	Wabash rfdg. feurs	56	53	66 + 4
934	102	76	Wabash first fives	10034	10414	1061/4 11/
Tr.	101 00	21	Wabash second fives		80 58	91 + 21

The maximum range of fluctuations during the week has been confined within 15 to 20 points, hardly enough to permit even the most nimble processional trader to scalp out a profit. Prices show very little change from last Saturday's closing quotations.

A Working Market.

Statisfical Position of Cotten.

As a consequence of this smaller crop than indicated earlier in the season, the statistical position of the American staple the world over is very strong. It should also be kept in mind that consumption by the world's spin-ners since the financial panic has been cut down over 1,000,000 bales.

A Working Market.

The crop outlook from present indications continues good, but trade conditions are not improving rapidly. Therefore it is now more of a waiting market, pending further developments, and the publication of the next government report, due on August 2d. In the meantime, the price pessimists would do well to note the action of the largest New England and Western distributors of cotton print goods in advancing prices from 4 3-4 to, the basis of 5 cents per yard. It is a sign of the times.

The movement of the old crop has continued on a liberal scale the past month, compared with last year. Despite this, however, there is still no prospect of the total movement into sight for the season coming anywhere nearly approximating the 11,500,000-

the decline were badty scarced.

The Rise in the Corn Market.

In the corn market prices have advanced with conspicuous rapidity, accompanied by more or less excitement and somewhat violent variations. July contracts in the local market were expecially strong bounding up in a startling manner, rising 3.1-2 cents in a few hours. It seemed evident that short sellers had become somewhat demoralized, because of the remarkable scarcity of contract grades.

There is practically no contract corn here is practically no contract corn here is practically extraordinary, and particularly considering the high figures. Consequently, it is believed Pat farmers a parted with almost all of their reserves during the May corner in Chicago, and therefore there are many conservative commission men who would not be surprised should September sell higher than July. This does not sound unreasonable, since there must be less corn in the country by Esptember.

Cotion Market.

The market has been extremely dull throughout the past week. At one taken out of the "rut." This was when the large was dead.

The maximum range of fluctuations during the week has been continued and was considerators. The maximum range of fluctuations during the week has been continued activity and create a better market has been extremely dull throughout the past week. At one taken out of the "rut." This was when the large and a few local operators who had been builtied the latter have been making against this attempt on the part of these outsiders to revive speculative activity and create a better market has been extremely dull throughout the past week. At one taken out of the "rut." This was when the large spot dealers to revive speculative activity and create a better market has been extremely dull throughout the past week. At one taken out of the "rut." This was when the large spot dealers to revive speculative activity and create a better market has been extremely dull throughout the past week. At one taken out of the "rut." This was when the market was dead

Stock Brokers

# GEO. T. KING & CO.,

1114 East Main Street, RICHMOND, VA.

STOCK BROKERS.

CORRESPONDENTS, RALPH A. BELKNAP, MEMBERS New York Con. Stock Exchange.

CORRESPONDENCE SOLICITED.

Panic During Last Spring.

Advance Rates.

But Decline in Surplus Was Less Rapid
Early in July.

NEW YORK, July 19.—The fortnight
ly bulletin of the American Railway
Association on idle car statistics, issued yesterday, states that the surplus
for the country and Canada on July
stin was 333,442, a decrease of 9,738
cars, as compared with the number
reported as of June 24th. This is the
smallest improvement in the car situation since the period closing May
13th. The last previous bulletin reported a decrease of 36,720 in idle cars
and the one before that a decrease almost as great. The total is now the
smallest since the middle of march.
The current bulletin gives the decrease in idle box cars as 5,878, a:d
in coal and gondola cars as 5,876, a
total of 11,814, indicating an increase
in surplus cars of other classes of
2,076. The following table shows the
net surplus of cars of different kinds
on recent dates:

Box. Fist. Coal. All.

on recent dates:		SECTION AND ADDRESS OF THE PERSON AND ADDRES
Box. Flat.		A.I
July 8303,042		303,0
June 24122,846 18,008	8 130,029	312,8
June 10135,562 19:06	7 143,721	349.5
May 27 381,904	125	381,7
May 13143,677 22:90'	7 183,025	404.4
April 29147,826 24,30	8 186,726	413,3
April 15137,982 23,80-	1 160,204	375.6
April 1111,429 24,65	7 120,661	306,9
March 18.102,976 24,971	1 118,955	290.0
	1 56,610	342.8
January 8.149,207 23,08		341,8
WHICH IS THE STREET	Spirite her street	nere en

Daily transactions on the Stock Ex-change during the past week were as follows, compared with one and two years ago: 1908. 1907. 1906. Shares. Shares. Shares. 252 170 569 925 660.501

proncing 983,179 969,92	0 600.00
Tuesday 452,950 469,78	9 417,91
Wednesday 637,694 571,27	
Thursday 504,155 429,78	
Friday 363,527 540,92	
Saturday 380,690 231,000	
World's Grain Expe	-
Week ending July 17, 1908	· 中国国际国际公司中国共
Wheat, Bus.	
North American, 1,757,000	75,00
Russian 576,000	433.00
Danubian 288,000	382.00
Argentine 1,810,000	1,496,00
India 208,000 Australian 112,000	
Australian 119 000	
Other countries., 144,000	
Other countries 144,000	2,386,00
Total 4,895,000	
Previous week 5,388,000	3,340,00
Last year 7.140,000	8,026,00
	ATTEMPTORES NO CONTRACTOR

FIDEWATER STATE NORMAL CLOSED; SUCCESSFUL SESSION

[Special to The Times-Dispatch,]
NORFOLK, July 19.—The State Normal School in the Tidewater section which closed yesterday, is declared to have been one of the most profitable and best attended in a number of years. The average daily attendance, for the session of four weeks was aver 125 and the instructors declare that the interest and studiousness of the pupils was gratifying. They are oundent that the standard of teaching will be raised as a result.

Pocahontas Firemen.

Pocahontas Firemen.
[Special to The Times-Dispatch.]
POCAHO.:TAS. VA., July 19.—The firemen anticipate a big time next week, for to-morrow morning the Pocahontas firemen's grand free street fair and gala week promises to out rival anything of the kind ever held in this city.
Thousands of strangers are expected, and arrangements are being made to leandle the large throngs.

Bureau Sending Out Cards Through United States to Find Out Who Wants Laborers,

WASHINGTON, D. C., July 18 .- Cold figures show in a striking manner the effective work of the division of in-formation of the Bureau of Immigra-Advance Rates.

NEW YORK, July 19.—The market for executities last week showed a determination of the state of the country to fertility that offered encourages, ment to holders and afforded opportunity of the state of the country to fertility that offered encourages, ment to holders and afforded opportunity of the state of the country to fertility that offered encourages, ment to holders and afforded opportunity of the state of the country of the state of the country of the state o tion and Naturalization in diverting hundreds of poor aliens from the

20%

Off on all Buggies, Surreys.

Runabouts, Wagons and Phaetons

To-day and To-morrow.

Ainslie Carriage Co., 8-10-12

South Eighth Street.

The Jefferson Turkish Baths Are Now Open for Business Under the Management of the

### JEFFERSON HOTEL.

Gentlemen's hours from 4 P. M. to 10 A. M. daily and all day Sunday. Ladles' hours from 10 A. M. to 4 P. M. daily, except Sunday. Single tickets, \$1.00; 6 tickets, \$5.00; 13 tickets, \$10.

LONG DISTANCE PHONE 481 R. L. Barnes Safe & Lock Co. Manufactures of High-Grade Standard Surfee and Vaults. Factories Nos. 1 and 2 Trieg Ship Yards. Officer and Show Rooms. (11-11-15 North Fourteenth Street, stichmond, VA. Auction Sales, This Day.

I will sell by public auction, on MON-DAY, THE 20TH DAY OF JULY, 1908, 3 c'clock P. M., at my storehouse, No. 1308 East Franklin, the following prop-erty to satisfy distress warrants and executions in my hands; Bureaus, Washistands, Wardrobes, Hatracks, Bed Lounges, Centre Tables, Carpets, Rugs, two Upright Planos, etc.

TERMS: Cash. W. H. WYATT, Jr., H. C. C, R.

Auction Sales, Juture Days. By Augustine Royall & Co., Estate Agents and Auctioneers, Office: No. 927 Hull Street, Manchester, Va.

R. B. CHAFFIN & CO. (INC.), Auctioneers.

SUMMER RESORTS ON NORFOLK AND WESTERN RAILWAY.

List of summer resorts and boardinghouses on Norfolk and Western Rallway free on application to J. F.
Knowles, city passenger agent, or C.

Kn



Steamboats.

Virginia Navigation Company's JAMES RIVER DAY LINU.

JAMES RIVER DAY LINU.

STEAMER POCAHONTAS LEAVE FROM OLD DOMINION WHARF MONDAY, WEDNESDAY and FRIDAY at 7 A. M. for Norcick, Portsmouth, Old Point, Newport News, Claremont and James River adings, connecting at Old Point for Washington, Baltimore and the North. Electric cars direct to the wharf. Tickets on sale at Richmond Transfer Co., \$19 East Main Street; 803 East Main Street; 803 East Main Street; 803 East Main Street; 804 East Co. Norfolk, one way, \$1.55. Round trip, \$2.50; second-class, \$1.00. Meals, \$6 cents, Freight received for above-named places and all points in Eastern Virginia, North Carolina and the East.

Merchants and Miners Transportation Co. Norfolk to Buston, Mass., and

Frevidence, H. I.
Steamers leave Norfolk for Boston Sun,
Mon., Wed. and Fri.; for Providence Sun,
Trees, and Sat, at 6 P. M. Passengers and
freight taken for all New England points.
Fickets on sale at offices Cl. & O., Hy, N. &
V. Ry, S. H. Bowman, 80S. E. Main, and
Rich, Trans. Co., 819 E. Main,

819 E. Main St.

### High Constable's Sale Southern Railway

TRAINS LEAVE RICHMOND.

N. H.—Following schedule figures publiched only as information and are not guar-

N. B.—Pottowing schedule figures published only as information and are not guaranteed only as information and are not guaranteed only as information and are not guaranteed only as information of the property of the propert

Richmond, Fredericksby & Potomac R. R. SOMEDULE EFFECTIVE APRIL 12. 1908.

TO AND FROM WASHINGTON AND BEYOND. Leave Richmond | Arrive Rim. 4. ond ### 100 A.M. Byrd St. Sta.

### 110 I.P.M. Byrd St.

### 110 I.P.M. Byrd St.

### 110 I.P.M. Byrd St.

Daily, †Weckdays, ¡Bundays only, All trains to or from Byrd Street Station stop at Siba. Time of strivale and departures now maranteed. Read the signs.

Chesapeake & Ohio Railway

Unesapeake & Unio Kaliway

1:00 A. / Fast daily trains to Old Point,

1:00 P. (Newport News and Norfolk,

1:00 P. (Newport News)

1:00 P. / Daily, Local to Newport News,

1:00 P. / Daily, Local to Newport News,

1:00 P. / Cago and St. Louis Pullmans.

1:00 P. (Cago and St. Louis Pullmans.

1:00 A.—Daily, Chville exc. Sun. C. Forge.

1:15 P.—Neek Days. Local to Gville.

1:15 P.—Neek Days. Local to Gville.

1:15 P. Meck Days. To Lynchburg.

TRAINS ARRIVE RICHMOND.

TRAINS ARRIVE RICHMOND.

Local from East—1:145 A. M., 74 P. M.

Through from East—1:145 A. M., 74 P. M.

Tough from West—1:35 A. M., 75 P. M.

Tough from West—1:33 A. M., 75 P. M.

Tough from West—1:33 A. M., 6:50 P. M.

\*Daily except Sunday.

Pichmand and Detenhang Electric P. M.

Richmond and Petersburg Electric Railway

11 P. M. for Chester; 12 minnight for Petersburg.
Cars leave Petersburg, foot Sycamore Street, for Manchester.
6:135, "7:15, \*7:135, 8:135, 9:15, "10:25, 11:25
A. M. 12:135, \*1:35, 1:35, 8:135, \*4:135, 5:135, 6:25, \*7:135, 8:25, \*9:25, \*10:10, 11:40 P. M. \*Carries baggage and express, "Limited, except Sunday and holidays, All cars from Petersburg connect with cars for Richmond.

ONLY ALL-RAIL LINE TO NORFOLK Schedule in Effect June 7, 1998.

Leave Byrd Street Station, Lichmond. For Norfolk: b3:10 A. M., 29:00 A. M., 23:00 P. M., 6:00 P. M., 5:00 P. M., 5:00 P. M., 6:00 A. M., 6:00 P. M., 6:00 P. M., 6:00 A. M., 6:00 P. M

Seaboard Air Line Ry.

SCHEDUARU AH LINE RY.
SOUTHBOUND TRAINS SCHEDULED TO
LEAVE BICHMOND DAILY.
9:10 A. M.—Local to Norlina, Raleigh,
Charlotte, Wilmington, 12:25 P. M.—Sleepers and coaches, Atlanta, Birminghem, Memphis, Savannah, Jacksonville and Florida
points, 9:45 P. M.—Sleepers and coaches
Havannah, Jacksonville, Atlanta, Dirmingham and Memphis.
NORTHHOUND TRAINS SCHEDULED TO
ARRIVE RICHMOND DAILY.
9:10 A. M., 6:05 P. M., 5:25 P. M.
H. S. LEARD, D. P. A.

Richmond and Chesapeake Bay Railway Co.

the premises, on THURSDAY, JULY 23, 1908, AT 6 P. M.

THE BRICK DWELLING, NO. 7 N. NINETEENTH STREET.

The house contains three rooms and the lot fronts 41 feet. An excellent opportunity for investment, as the property has been continuously rent defor years at a good rental, and its location in the heavy business centre gives it a prospective value that should be attractive to speculators. TERMS: Liberal and announced at sale.

R. B. CHAFFIN & CO. (INC.).

### OLD DOMINION STEAMSHIP CO.

Night Line for Norfolk

50 cents. Street cars to steamer's wharf. FOR NEW YORK

Via Night Line steamers (except Saturday), making connection in Norfolk with Main Line Ship following day at 7 P. M.; also Norfolk and Western Ry, at 8 A. M. and 3 P. M.; and Chesapeake and Ohio Ty, at 9 A. M. and 4 P. M., making connection daily (except Sunday) at Norfolk with Main Line Ship sating at 7 P. M. Tickets at O. D. Line Office, 808 E. Main Street, Richmond Transfer Co., 819 E. Main Street; The Jefferson, Murphy's Hotel.

TheClyde Steamship Company

PHILADEL-HIA.

RICHMOND AND NORFOLK LINE.

Freight received and delivered deliy at
C. & O. Ry, Co.'s Depot. Seventeenth and
Broad Streets. H. K. WOODFIN, Soliciting
Agent, Cloyde Line Wharf. Phone 510.

HUDSON NAV. CO.

PEOPLES
LINE
R. foot of Canal St., New York-Albany
S1.50

Strs. C W. Morse or Adirondack loave Pier 32, N.
Foot of Canal St., New York, at 6 P. M., and West York, at 6 P. M., and West York, N. Y., 7:15 P. M. daily, Sundaya included. Orchestra.

CITIZENS Steamers Dean Richmond or Creenport louve Pier 48
N. R., foot of West 10th N. R., tat 5 P. M., daily, Sundays included.

New York-Trey Sundays included.

SUNDAY STEAMER TOUCHES AT ALIANY Splendid accommodations. Club hivak-fasts. Grill service. Summer book free. Direct connection at Albany or Troy with express trains for points North, East and West.

Tickets secured at principal ticket offices and R. R., stations.

Whether You Travel

## in America or Europe Full Information and Tickets can be Obtained at Offices of

Richmond Transfer Company

Jefferson and Murphy's Hotels

RICHMOND, VA.